

*Amendments to the Claims*

The listing of claims will replace all prior versions, and listings of claims in the application.

1. (Previously Presented) A multi-wheel-driving vehicle, comprising:  
three or more axles arranged in parallel along a longitudinal axis of said vehicle, each of said axles provided on both ends thereof with respective drive wheels, wherein one of said three or more axles is a steering axle provided with steerable drive wheels;  
first and second transmission members, wherein said steering axle synchronously interlocks with said second transmission member, and wherein all the other axles synchronously interlock with said first transmission member; and  
power dividing means interposed between said first and second transmission members, wherein power is transmitted directly to said first transmission member and through said power dividing means to said second transmission member while said power dividing means permits a difference of rotary speed between said first and second transmission members.
2. (Original) The multi-wheel-driving vehicle as set forth in claim 1, wherein said first and second transmission members are a pair of shafts disposed coaxially with each other, and wherein said power dividing means is a one-way clutch interposed between said pair of shafts.
3. (Original) The multi-wheel-driving vehicle as set forth in claim 1, wherein said power transmitted through said power dividing means is directed from said first transmission member to said second transmission member.
4. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 1, wherein said steering axle is a frontmost axle of said three or more axles.

5. (Original) The multi-wheel-driving vehicle as set forth in claim 1, wherein only said steering axle of all said three or more axles synchronously interlocks with said second transmission member.
6. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 5, wherein said axles are three in total, and wherein the ~~other~~ two axles other than said steering axle synchronously interlock with said first transmission member.
7. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 1, further comprising:
  - a brake provided on one of said three or more axles;
  - a manual brake-operating tool for operating said brake; and
  - locking means for locking said first and second transmission members together, wherein, when said brake-operating tool is operated for braking, said locking means is automatically operated to lock said first and second transmission members together.
8. (Original) The multi-wheel-driving vehicle as set forth in claim 7, wherein said brake is a wet type brake.
9. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 7, wherein said one axle provided thereon with said brake is ~~another than~~ not said steering axle.
10. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 7, wherein said axle provided thereon with said brake is divided into two halves, and wherein said brake is provided on one of said halves, further comprising:
  - a differential differentially connecting said halves with each other; and
  - differential-locking means for locking said two halves together, wherein when said brake-operating tool is operated for braking, said differential-locking means is automatically operated to lock said halves together.

11. (Previously Presented) A multi-wheel-driving vehicle, comprising:  
three or more axles arranged in parallel along a longitudinal axis of said vehicle,  
each of said axles provided on both ends thereof with respective drive wheels, wherein  
one of said three or more axles is a steering axle provided with steerable drive wheels;  
and  
power dividing means wherein said power dividing means is a differential gear  
unit including an input shaft, an output gear and an output shaft, wherein said power  
dividing means differentially shares power transmitted into said input shaft between said  
output gear and said output shaft, wherein each of said input shaft, said output gear and  
said output shaft synchronously interlocks with at least one of said three or more axles.
12. (cancelled).
13. (Original) The multi-wheel-driving vehicle as set forth in claim 11, wherein said  
steering axle is the most front one of said three or more axles.
14. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 11,  
wherein said steering axle synchronously interlocks with only one of said input shaft,  
said output gear and said output shaft.
15. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 14,  
wherein said axles are three in total, and wherein the two axles other than said steering  
axle respectively synchronously interlock with said input shaft, said output gear and said  
output shaft.
16. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 14,  
wherein said steering axle synchronously interlocks with one of said output gear and said  
output shaft.

17. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 16, wherein only said steering axle of all said three or more axles synchronously interlocks with said output shaft.
18. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 17, wherein said axles are three in total, and wherein the two axles other than said steering axle respectively synchronously interlock with said input shaft and the output gear.
19. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 11, further comprising:  
a brake provided on one of said at least three axles;  
a manual brake-operating tool for operating said brake; and  
locking means for locking said output gear and said output shaft together, wherein, when said brake-operating tool is operated for braking, said locking means is automatically operated to lock said output gear and said output shaft together.
20. (Original) The multi-wheel-driving vehicle as set forth in claim 19, wherein said brake is a wet type brake.
21. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 19, wherein said one axle provided thereon with said brake is ~~another than~~ not said steering axle.
22. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 19, wherein said axle provided thereon with said brake is divided into two halves, and wherein said brake is provided on one of said halves, further comprising:  
a differential differentially connecting said halves with each other; and  
differential-locking means for locking said two halves together, wherein when said brake-operating tool is operated for braking, said differential-locking means is automatically operated to lock said halves together.

23. (Previously Presented) A multi-wheel-driving vehicle, comprising:  
three or more axles arranged in parallel along a longitudinal axis of said vehicle,  
each of said axles provided on both ends thereof with respective drive wheels, wherein  
one of said three or more axles is a steering axle provided with steerable drive wheels;  
and  
power dividing means wherein said power dividing means is a differential gear  
unit including an input gear and a pair of output shafts provided thereon with respective  
differential side gears, wherein said power dividing means differentially shares power  
transmitted into said input gear between said pair of output shafts, wherein each of said  
three or more axles synchronously interlocks with one of said output shafts or said input  
gear.
24. (cancelled).
25. (Original) The multi-wheel-driving vehicle as set forth in claim 23, wherein said  
steering axle is the most front one of said three or more axles.
26. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 23,  
wherein said steering axle synchronously interlocks with one of said output shafts.
27. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 26,  
wherein said axles are three in total, and wherein the two axles other than said steering  
axle synchronously interlock with the other output shaft.
28. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 23,  
further comprising:  
a brake provided on one of said at least three axles;  
a manual brake-operating tool for operating said brake; and  
locking means for locking said first and second output shafts together, wherein,  
when said brake-operating tool is operated for braking, said locking means is  
automatically operated to lock said first and second output shafts together.

29. (Original) The multi-wheel-driving vehicle as set forth in claim 28, wherein said brake is a wet type brake.

30. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 28, wherein said one axle provided thereon with said brake is ~~another than~~ not said steering axle.

31. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 28, wherein said axle provided thereon with said brake is divided into two halves, and wherein said brake is provided on one of said halves, further comprising:

a differential differentially connecting said halves with each other; and

differential-locking means for locking said two halves together, wherein when said brake-operating tool is operated for braking, said differential-locking means is automatically operated to lock said halves together.

32. (Previously Presented) A multi-wheel-driving vehicle, comprising:

a prime mover;

three or more transaxle devices disposed in tandem along a longitudinal axis of said vehicle, wherein each of said transaxle devices includes input means and an axle serving as output means, said axle being provided on both ends thereof with respective drive wheels, wherein one of said three or more transaxle devices is a main transaxle device whose input means receives power from said prime mover prior to the other transaxle devices, and wherein one of said three or more transaxle devices is a steering transaxle device whose axle is provided with steerable drive wheels;

first and second transmission members, wherein power of said prime mover is taken out from said main transaxle device to said first transmission member, and wherein said second transmission member synchronously interlocks with both said first transmission member and said input means of at least one of the other transaxle devices other than said main transaxle device; and

power dividing means interposed between said pair of transmission members, wherein said power is transmitted directly to said first transmission member and through said power dividing means from said first transmission member to said second transmission member while said power dividing means permits a difference of rotary speed between said first and second transmission members.

33. (Original) The multi-wheel-driving vehicle as set forth in claim 32, wherein said first and second transmission members are a pair of shafts disposed coaxially with each other, and wherein said power dividing means is a one-way clutch interposed between said pair of shafts.

34. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 32, wherein said steering transaxle device is a frontmost transaxle device of said three or more transaxle devices.

35. (Original) The multi-wheel-driving vehicle as set forth in claim 32, wherein only said axle of said steering transaxle device of all said axles of said three or more transaxle devices synchronously interlocks with one of said first and second transmission members.

36. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 32, wherein said steering transaxle device is other than said main transaxle device so that an input means of said steering transaxle device synchronously interlocks with said second transmission member.

37. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 36, wherein only said axle of said steering transaxle device of all said axles of said three or more transaxle devices synchronously interlocks with said second transmission member.

38. (Original) The multi-wheel-driving vehicle as set forth in claim 37, wherein said transaxle device are three in total, and wherein said axles of the other two transaxle

devices than said steering transaxle device synchronously interlock with said first transmission member.

39. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 32, further comprising:

a ~~continuous~~ continuously variable transmission interposed between said prime mover and said input means of said main transaxle device.

40. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 39, further comprising:

a power-taking out portion for transmitting power to said first transmission member provided on an opposite side of said main transaxle device to said input means of said main transaxle device.

41. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 32, further comprising:

a brake provided on a transmission system or said axle in said main transaxle device;

a manual brake-operating tool for operating said brake; and

locking means for locking said input member and said pair of output members of said power dividing means together, wherein, when said brake-operating tool is operated for braking, said locking means is automatically operated to lock said input means and said output means together.

42. (Original) The multi-wheel-driving vehicle as set forth in claim 41, wherein said brake is a wet type brake.

43. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 41, wherein said main transaxle device is ~~another than~~ not said steering transaxle device.



44. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 41, wherein said axle provided thereon with said brake is divided into two halves, and wherein said brake is provided on one of said halves, further comprising:

a differential differentially connecting said halves with each other; and

differential-locking means for locking said two halves together, wherein when said brake-operating tool is operated for braking, said differential-locking means is automatically operated to lock said halves together.

45. (Previously Presented) A multi-wheel-driving vehicle, comprising:

a prime mover;

three or more transaxle devices disposed in tandem along a longitudinal axis of said vehicle, wherein each of said transaxle devices includes an input shaft or input gear and an axle serving as output means, said axle being provided on both ends thereof with respective drive wheels, wherein one of said three or more transaxle devices is a main transaxle device whose input shaft or input gear receives power from said prime mover prior to the other transaxle devices, and wherein one of said three or more transaxle devices is a steering transaxle device whose axle is provided with steerable drive wheels; and

power dividing means, wherein said power dividing means is a differential gear unit including an input gear and a pair of output shafts provided thereon with respective differential side gears, wherein said power dividing means differentially shares power transmitted into said input gear between said pair of output shafts, wherein said input gear and said pair of output shafts synchronously interlock with at least one of said axle of said main transaxle device and said input means of the other transaxle devices other than said main transaxle device.

46. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 45, wherein said pair of output shafts are coaxial.

47. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 45, wherein said steering transaxle device is a frontmost transaxle device of said three or more transaxle devices.

48. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 45, wherein only said axle of said steering transaxle device synchronously interlocks with only one of all said input gear and said output shafts of said power dividing means.

49. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 45, wherein said steering transaxle device is ~~another than~~ not said main transaxle device so that said input shaft of said steering transaxle device synchronously interlocks with one of said output shafts of said power dividing means.

50. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 49, wherein only said axle of said steering transaxle device synchronously interlocks with said one output shaft of said power dividing means.

51. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 50, wherein said transaxle device are three in total, wherein said axle of said main transaxle device synchronously interlocks with said input gear of said power dividing means, and wherein said input shaft or input gear of the other one transaxle device than both said main transaxle device and said steering transaxle device synchronously interlocks with the other output shaft of said power dividing means.

52. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 45, further comprising:

a ~~continuous~~ continuously variable transmission interposed between said prime mover and said input shaft or input gear of said main transaxle device.

53. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 52, further comprising:

a power-taking out portion for transmitting power to said input gear provided on an opposite side of said main transaxle device to said input shaft or input gear of said transaxle device.

54. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 45, further comprising:

a brake provided on a transmission system or said axle in said main transaxle device;

a manual brake-operating tool for operating said brake; and

locking means for locking said input gear and said pair of output shafts of said power dividing means together, wherein, when said brake-operating tool is operated for braking, said locking means is automatically operated to lock said input gear and said pair of output shafts together.

55. (Original) The multi-wheel-driving vehicle as set forth in claim 54, wherein said brake is a wet type brake.

56. (Currently Amended) The multi-wheel-driving vehicle as set forth in claim 54, wherein said main transaxle device is ~~another than~~ not said steering transaxle device.

57. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 54, wherein said axle provided thereon with said brake is divided into two halves, and wherein said brake is provided on one of said halves, further comprising:

a differential differentially connecting said halves with each other; and

differential-locking means for locking said two halves together, wherein when said brake-operating tool is operated for braking, said differential-locking means is automatically operated to lock said halves together.

58. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 1, comprising:

a first drive train, wherein said first drive train is disposed at one lateral side of the vehicle so as to drivingly connect an output shaft of the prime mover to a transmission.

59. (Previously Presented) The multi-wheel-driving vehicle as set forth in claim 58, comprising:

a second drive train, wherein said second drive train is disposed laterally opposite said first drive train so as to drivingly connect said three or more axles.